

JEREMIAH HORROX.

The recent announcement of Queen Victoria to her Parliament, that arrangements had been made for the scientific observation of the transit of the planet Venus across the sun's disk in 1874, calls the attention of lovers of science to a very rare and important astronomical event.

Venus, as viewed by the inhabitants of the earth, is the most beautiful and interesting of the planetary stars. Being the second planet from the sun, and the most conspicuous of the two inferior planets having their orbits within the orbit of the earth, and approaching the earth at the time of her inferior conjunction within twenty-six million miles, she ever has seemed a friendly luminary to the lovers and observers of celestial scenery.

Her maximum brilliancy has been estimated to equal the light of twenty fixed stars. Her most beautiful appearance is presented to the equatorial regions, at the period of her greatest elongation, when she is seen high above the horizon, shining with a pure, steady light, like a twilight star. She is no brilliant object at certain periods as to be visible at noon, and her light is so intense in the evenings of her greatest splendor as to cast a shadow upon the earth.

The body of the planet has been seen by astronomers through her luminous atmosphere, and her atmosphere itself has been observed like a pale, penumbral halo of light during her transits.

Transits of Venus across the sun's disk occur alternately at intervals of eight, ten, hundred five and a half, and one hundred twenty-one and a half years. The last transit took place in 1761, after an interval of one hundred twenty-one and a half years; the last transit took place in 1769, after an interval of eight years; and the next transit will take place in 1874 (December 8), after an interval of one hundred five and a half years. The transit of 1874 will not be visible in this country.

As the observation of the transit of Venus enables us to ascertain the sun's horizontal parallax, an element of knowledge of the greatest importance, since by it we determine, as accurately as we are able, the distance of the sun from the earth, and the distances of the planets from each other—the transit of 1874 will awaken a general interest in the following transit, which will take place in 1882, and which will be visible in the most enlightened parts of the world. No one who observes the event in 1882 will ever see the transit of Venus again.

This event, which furnishes the basis for the most wonderful problems ever mastered by the human mind, was first correctly calculated, and first observed, by a young enthusiast of science named Jeremiah Horrox.

He was born at Toxteth, near Liverpool, England, about the year 1630. He was a dreamy, poetical youth, admired and beloved for his amiable disposition and for the rectitude of his intentions. He loved the night and the sublimities of its celestial scenery; and, while others were idling or sleeping, it was his delight—a delight amounting at times to rapture—to follow the stars in their courses, and to roam in fancy among the golden zones on high.

Ere he reached the age of eighteen he had mastered the most profound reasonings and calculations of the German and the Danish astronomers. When Kepler prepared his "Rudolphine Tables," he discovered that the planets Mercury and Venus must sometimes pass over the disk of the sun; and he predicted a transit of Venus in the year 1631, and published the prediction in a tract entitled "Admonitio ad Astronomos" (Leipzig, 1632). Kepler died before the day of the predicted transit. Cassendi looked for the event in Paris, but the prediction was not fulfilled.

When the boy Horrox began the study of astronomy, he used the tables of Lansbergius. These tables indicated a transit of the planet Venus in 1639. But the tables of Lansbergius were imperfect, and the boy astronomer procured the Rudolphine, and applied himself to a close examination of the tables. In the weary hours that his companions devoted to recreation and repose, he studied and ciphered until he had recalculated the tables of Kepler, and long conjectured that the transit predicted for 1631 would take place on the 24th of November (old style), 1639.

From the age of thirteen the boy Horrox gazed upon the evening-star, dreaming that the day would come when he, perhaps first among all the inhabitants that ever peopled the earth, would see that planet making her way across the disk of the sun.

The slow-paced years of his boyhood roll on. The expected autumn comes, with its fading pinks and drooping leaves. The November day that he has long conjectured in his dreams brightens the earth, and finds him watching.

It is the Sabbath—the last of the fall. He stands in a darkened room, beside an open sheet of paper, on which lies the sun's image. At the very hour that he expects the disclosure, the church bells ring. Shall he wait for the planet to write its message, or shall he go to the house of God with the worshippers? The question agitates his soul. He thinks of the consequence of losing the sight for which he has waited for so many anxious years. He remembers that the Creator has not made the world to be neglected, even to witness the sublimest works that the Creator has made. Jeremiah Horrox did what few men that the world ever saw would have done; he left the room, and repaired to the sanctuary.

It was a cloudy day. When he returned, the clouds had broken, and the luminous sky shone above him. He went to the darkened room. There, on that white sheet of paper, lay the sun's image, and on the sun's image appeared the planet Venus, disclosing the secrets of the far abyss of space, like the touch of the very finger of the Invisible.

Horrox made the following apology to men of science for suspending his observations:—"I observed it (the reflection of the sun's image) from sunrise to nine o'clock; again, a little before ten; and, lastly, at noon, and from one to two o'clock—the rest of the day being devoted to other duties, which might not be neglected for these pastimes."

Horrox was twenty-one years of age, or nearly twenty-one, when he made the observations of January 7, 1639, shortly after writing an account of his important discovery. He had just put his last hand to his treatise when he himself was called to take his flight above the luminous worlds.—Appleton's Journal.

A colored groom, at Augusta, Georgia, obtained a license last week, and eloped with Miss Laura Peck, a beautiful girl of sweet sixteen. They were overtaken at the church by the guardian of Miss Laura, and the groom put to flight. The would-be bride returned with her "guardian" in no very amiable mood, and it is barely possible that before the two years of her minority have concluded, she may be sorry enough that he did not permit her to have her way.

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REAL ESTATE AT AUCTION.

PUBLIC SALE—THOMAS & SONS, Auctioneers of REAL ESTATE, 1570, at 10 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described property, viz.:

No. 1. Large and valuable Brewery Building and Lager Beer Vault, N. W. corner of Thirty-first and Master streets, 100 feet by 80 feet, two fronts. The improvements are a stone building about 50 by 100 feet, formerly occupied as a brewery (by Christian Reischer). There is ample ground for additional vaults. Terms—One-third cash. Immediate possession.

No. 2. Dwelling and stable, northeast corner of Third and Master streets. All those messages and the lot of ground thereunto belonging, situate at the northeast corner of Third and Master streets, containing in front on Third street 150 feet, and in depth along Master street 150 feet. The improvements are a three-story brick dwelling and large brick stable. Terms—One-third cash. Immediate possession. May be examined any day previous to sale.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, North-west, and the Chesapeake.

SPRING ARRANGEMENT. Of Passenger Trains, May 16, 1870. Leaving Philadelphia Depot at 10:00 A. M. for Callowhill street, Philadelphia, at the following hours:

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M. arrives in Philadelphia at 9:30 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Chambersburg, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkes-Barre, Scranton, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Express for Philadelphia, etc., and the 8:15 A. M. train connects with the Lehigh Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad train for Williamsport, Lewisburg, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc.; for Reading, Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at intermediate stations, and arrives in Philadelphia at 9:40 A. M. Returning, leaves Philadelphia at 4:00 P. M., arrives in Pottstown at 6:15 P. M.

READING AND POTTSTOWN ACCOMMODATION. Leave Pottsville at 6:40 A. M. and 4:30 P. M., and Reading at 7:30 A. M. and 6:30 P. M., stopping at all way stations, and arrive in Philadelphia at 10:30 A. M. and 9:25 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 10:30 A. M. Express trains leave Harrisburg at 3:30 P. M., and Pottsville at 4:30 P. M., arriving in Philadelphia at 7:00 P. M.

Harrisburg Accommodation leaves Reading at 7:10 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation train for Philadelphia, etc., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 6:40 A. M., connecting at Reading with Afternoon Accommodation train for Philadelphia, etc., arriving in Philadelphia at 9:25 P. M.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the Philadelphia and Pottsville train, leaving Philadelphia at 6:20 A. M., 12:45, and 6:10 P. M.

Passengers for Schuylkill take 7:30 A. M., 12:30, and 6:15 P. M. trains from Philadelphia, returning from Schuylkill at 12:45, 6:05, and 8:30 A. M., 12:45 noon, and 4:15 P. M. Stage line connects in Perkiomen Valley connect with trains at Collegeville and Schuylkill.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 4:00 A. M. and 6:00 P. M., passing Reading at 1:45 and 10:35 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Philadelphia Express from Pittsburg at 5:35 A. M. and 6:00 A. M., passing Reading at 7:25 A. M. and 10:40 A. M., arriving at New York 12:30 noon and 4:30 P. M. Stage line connects in Perkiomen Valley connect with trains at Collegeville and Schuylkill.

SCHUYLKILL VALLEY RAILROAD. Trains leave Philadelphia at 7:30 A. M., 12:30, and 6:15 P. M., returning from Schuylkill at 12:45, 6:05, and 8:30 A. M., 12:45 noon, and 4:15 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, leaving Philadelphia at 7:30 A. M. and 4:00 P. M. at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of the West Chester and Pottsville Accommodation Trains, at reduced rates. Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMBINATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at 40¢ each, for families and firms.

SEASON TICKETS.—For one, two, three, six, or twelve months, for holders only, at all points, at reduced rates.

OLDFATHERS residing on the line of the road will be furnished with cars entitling themselves and wives to travel all day.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at all intermediate stations, by the Ticket Office, at Thirteenth and Callowhill streets.

FRIIGHT.—Goods of all descriptions forwarded by the above points from the Company's free freight depot, Broad and Willow streets. Mails close at the Philadelphia Post Office for places at all offices on the line, at 10 A. M., and for the principal stations only at 11:15 P. M.

FRIIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, and 7:30 P. M., for Reading, Lehigh Valley, Harrisburg, Pottsville, Fort Clinton, and points beyond.

BAGGAGE.—Duggan's Express will collect baggage for the Philadelphia and Pottsville Accommodation Trains, at 10¢ per bag, and for the other lines, at 15¢ per bag. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT streets, as follows:

From PHILADELPHIA. 6:45 A. M. for B. C. Junction, stops at all stations. 7:15 A. M. for B. C. Junction, stops at all stations. B. C. Junction for Oxford, Kennet, Port Deposit, and stations on the P. and B. C. R. R. 11:00 A. M. for B. C. Junction stops at all stations. 2:30 P. M. for West Chester stops at all stations. 4:15 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennet, Port Deposit, and all stations on the P. and B. C. R. R. 8:30 P. M. for B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

6:00 P. M. for West Chester stops at all stations. 11:30 P. M. for West Chester stops at all stations.

6:30 A. M. from B. C. Junction stops at all stations. 6:50 A. M. from West Chester stops at all stations. 7:40 A. M. from West Chester stops at all stations. Between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennet, Port Deposit, and all stations on the P. & B. C. R. R.

8:15 A. M. from B. C. Junction stops at all stations. 10:00 A. M. from West Chester stops at all stations. 10:30 P. M. from B. C. Junction stops at all stations. 1:05 P. M. from West Chester stops at all stations. 4:00 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennet, Port Deposit, and all stations on the P. & B. C. R. R. 6:00 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennet, Port Deposit, and all stations on the P. & B. C. R. R. 8:30 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennet, Port Deposit, and all stations on the P. & B. C. R. R.

On and after MONDAY, April 4, 1870, trains will be furnished with EXPRESS TRAINS in the afternoon from each end of the route. THE EXPRESS TRAIN will be furnished with EXPRESS PALACE CARS. NO CHANGE OF CARS. BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS FOR THE EXPRESS TRAIN. LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:

From NEW YORK. From Pier No. 25 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4:30 P. M. Express.

From PHILADELPHIA. From foot of WALNUT Street, at 7:00 A. M. Accommodation and 4:30 P. M. Express.

THE NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, and the former is now in commission, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America. Fare between Philadelphia and New York, \$3.00. Long Branch, \$2.00. For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveler's" and "Contractor's" Guides, or apply to C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:

From PHILADELPHIA. From depot of P. W. & B. R. R. Company, corner Broad street and Washington Avenue. 7:00 A. M. for Baltimore. 4:30 P. M. for Philadelphia. For CHADDS' FORD AND CHESTER CREEK R. R. F. A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M.

Trains leaving Philadelphia at 7 A. M. connect at Fort Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. leaving Oxford at 6:05 A. M. and leaving Port Deposit at 10:00 A. M. and 4:30 P. M. Stop with WILMINGTON and READING R. R. at

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' Lines from Philadelphia to New York and Way Places to New York.

FROM WALNUT STREET DEPOT. At 9:30 A. M., Accommodation, and 2 P. M. Express. From Camden and Amboy, and at 4 A. M. Express Mail, and 9:30 P. M. Accommodation, via Camden and Jersey City.

FROM FERRY STREET DEPOT. At 7 A. M. and 9:30 P. M. for New York, Long Branch, and intermediate places. At 8 P. M. for Amboy and intermediate stations. At 9:30 P. M. for New York, and 10 A. M., 12 M., 2 P., 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 10 A. M., 12 M., 2 P., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12 M., 2 P., 3:30, 5, 6, 8, and 11:30 P. M. for Trenton and intermediate stations. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM FERRY STREET DEPOT. At 7:30 A. M., 2:30, 3:30, and 6 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30, and 6 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schuylkill, Reading, and Holmsburg Junction, and Holmsburg Junction. At 7 A. M., 12:30, 2:30, 5, and 7:30 P. M. for Trenton, and 10:45 A. M., 12:30, 2:30, 5, 6, 8, and 7:30 P. M. for Tacony, Wissinoming, Briloesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York, Philadelphia, and 4:15 P. M., Emigrant Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schuylkill, Reading, Tacony, Wissinoming, Briloesburg Junction, Frankford, and Holmsburg Junction. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

At 7:30 A. M., 12:30, 2:30, 5, 6, 8, and 11:30 P. M. for Trenton and Bristol. At 7:30 A. M., 2:30, 3:30, and 6 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30, and 6 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schuylkill, Reading, and Holmsburg Junction, and Holmsburg Junction. At 7 A. M., 12:30, 2:30, 5, and 7:30 P. M. for Trenton, and 10:45 A. M., 12:30, 2:30, 5, 6, 8, and 7:30 P. M. for Tacony, Wissinoming, Briloesburg, and Frankford.

FROM MARKET STREET DEPOT. At 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf. At 7:30 A. M., 1:15, 2:15, 3:15, 6, and 9:30 P. M. on Thursday and Saturday nights at 11:30 P. M. for Merchantville, Moorestown, Hartford, and Woodbury. On Wednesdays and Sundays. At 7 A. M., 2:15 and 6:30 P. M. for Lambertville and Medford.

At 7 and 9 A. M., 1:30, 3, and 6 P. M. for Smithville, Vincentown, Birmingham, and Pemberton. At 7:30 A. M., 1 and 3:30 P. M. for Lewistown, Water Gap, Coochtown, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imharts, Shiloh, and New Rochelle. August 1, 1870. W. H. GATZNER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FIMBLE TABLE. COMMENCING MONDAY, June 6, 1870. Trains will leave Depot, corner of Broad street and Walnut street, as follows:

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad, and with the Atlantic City and Seaside Railroad, at Clayton with Smyrna Branch Railroad, and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, and with the Delaware Railroad, at Delaware, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Philadelphia, Pottsville, and Havre-de-Grace, connecting with the Delaware Railroad, at Clayton with Smyrna Branch Railroad, and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, and with the Delaware Railroad, at Delaware, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Pottsville, and Havre-de-Grace, connecting with the Delaware Railroad, at Clayton with Smyrna Branch Railroad, and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, and with the Delaware Railroad, at Delaware, and at Salisbury with Wicomico and Pocomoke Railroad.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Pottsville, and Havre-de-Grace, connecting with the Delaware Railroad, at Clayton with Smyrna Branch Railroad, and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, and with the Delaware Railroad, at Delaware, and at Salisbury with Wicomico and Pocomoke Railroad.

Stopping at all stations between Philadelphia and Baltimore, and at all stations between Philadelphia and Washington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 6:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 7:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop at Philadelphia, and the 7:15 P. M. train from Wilmington runs daily; all other accommodation trains Sundays excepted. Passengers for Wilmington at 7:45 A. M. and 4:00 P. M. will connect at Landon Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.

From Philadelphia to Baltimore.—Leave Philadelphia 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.

From Philadelphia to Washington.—Leave Philadelphia 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.

From Washington to Philadelphia.—Leave Washington 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.

From Philadelphia to New York.—Leave Philadelphia 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.

From New York to Philadelphia.—Leave New York 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.

From Philadelphia to Baltimore.—Leave Philadelphia 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:45 P. M., Express; 7:45 P. M., Express.